

The China Mail

Established February, 1845.

VOL. XL. No. 6424.

號五廿二年四十八八千一英

HONGKONG, MONDAY, FEBRUARY 25, 1884.

日九廿月正年廿甲

PRICE, \$24 PER ANNUM.

AGENTS FOR THE CHINA MAIL.

100, ALBAN, 11 & 12, Clement's Lane, Lombard Street, E. C. George Street & Co., 30, Cornhill, London & GOTCH, Ludgate Circus, E.C. HENRY & Co., 37, Walbrook, E.C. SAMUEL DEACON & Co., 160 & 164, Leadenhall Street.

PARIS AND EUROPE.—GALLIEN & PRINCE, 36, Rue Lafitte, Paris.

NEW YORK.—ANDREW WIND, 21, Park Row.

AUSTRALIA, TASMANIA, AND NEW ZEALAND.—GORDON & GOTCH, Melbourn and Sydney.

SAN FRANCISCO AND AMERICAN PORTS generally.—BEAN & BLACK, San Francisco.

SINGAPORE, STRAITS, &c.—SAYLE & Co., Square, Singapore. C. HEINSEN & Co., Manila.

CHINA.—MESSRS. A. A. DE MELO & Co., Shanghai; QUELCH & Co., Amoy; WILSON, NEWTON & Co., Foochow; KEDDIE & Co., Shanghai; LANE, CRAWFORD & Co., and KELLY & WALSH, Yokohama; LANE, CRAWFORD & Co.

Bank.

HONGKONG & SHANGHAI BANKING CORPORATION.

PAID-UP CAPITAL, \$5,000,000.
INSTALLMENT RECEIVED ON 120,765.62
NEW SHARES, \$5,926,165.62
RESERVE FUND, \$2,500,000.
INSTALLMENT OF PREMIUM TO 696,336.43
GIVEN ON NEW SHARES, \$3,198,336.43

Court of Directors.

Chairman—Wm. BRINER, Esq.
Deputy Chairman—W. S. YOUNG, Esq.
H. L. DALYVILE, A. P. McEWEN, Esq.
Esq.
W. H. FORBES, Esq. F. D. SASOON, Esq.
A. GULZOV, Esq. M. E. SASOON, Esq.
Hon. F. B. JOHNSON.

CHIEF MANAGER.
Hongkong.—THOMAS JACKSON, Esq.
MANAGER.
Shanghai.—EWAN CAMERON, Esq.
LONDON BANKERS.—London and County Bank.

HONGKONG.

INTEREST ALLOWED.

ON Current Deposit Account at the rate of 2 per cent. per annum on the daily balance.

For Fixed Deposits.—
For 3 months, 3 per cent. per annum.
" 6 " 4 per cent. " "
" 12 " 5 per cent. " "

Local Bills Discounted.

Credits granted on approved Securities, and every description of Banking and Exchange business transacted.

Draws granted on London, and the chief Commercial places in Europe, India, Australia, America, China and Japan.

T. JACKSON,
Chief Manager.

Offices of the Corporation.
No. 1, Queen's Road East.

Hongkong, August 25, 1883. 48

Intimations.

HONGKONG & SHANGHAI BANKING CORPORATION.

THE FOURTH AND FINAL CALL OF £10 Sterling per SHARE on the 20,000 SHARES, NEW ISSUE OF THIS CORPORATION, will fall due on the 31st December current, in London, Calcutta, Bombay, Shanghai and Hongkong.

REGISTERED SHAREHOLDERS entitled to receive a Dividend for the First Call Receipts, which are to be surrendered to the Bank.

Holdings of PROVISIONAL CERTIFICATES, when paying this Call, will please send same to this Office to be endorsed.

The Rate of Exchange for Hongkong is fixed at 3/- 8d. or \$153.93 per Share.

INTEREST at the Rate of 7 1/2 per Annum will be Charged on Calls unpaid on the 31st December.

By Order of the Court of Directors,
T. JACKSON,
Chief Manager.

Hongkong, December 13, 1883. 1121

PENINSULAR & ORIENTAL STEAM NAVIGATION COMPANY.

QUARANTINE IN EUROPE.

PASSENGERS and SHIPPERS by the above Company, who have recently formed the QUARANTINE ENFORCEMENT, will be required to remain 24 hours, and at VENICE for 2 days, performed on board the Steamer at both ports.

QUARANTINE will probably be removed from all ports by the time Steamers now leaving CHINA will arrive in the MEDITERRANEAN.

PASSENGERS by the Company's Steamers have always the option of continuing the journey on to LONDON, on payment of the difference of fare.

A. MCIVER,
Superintendent.

Hongkong, January 20, 1884. 169

WILLIAM DOLAN,
SAIL-MAKER & SHIP-CHANDLER,
22, PRAYA CENTRAL.

COTTON DUCKS, LINEN CANVAS,
MANILA ROPE, AMERICAN
CANVAS, LIFE BUOYS,
COKE JACKETS,
&c., &c., &c.

Hongkong, May 1, 1884. 256

Mr. Andrew Wind,

NEWS AGENT, &c.

138, NASSAU STREET, NEW YORK;
is authorized to receive Subscriptions, Advertisements, &c., for the China Mail, Overland China Mail, and China Review.

Intimations.

THE CHINA FIRE INSURANCE COMPANY, LIMITED.

NOTICE TO SHAREHOLDERS.

THE Fifteenth Ordinary MEETING of SHAREHOLDERS will be held at the Company's Office, No. 45, Queen's Road, Victoria, at THREE o'clock in the Afternoon of TUESDAY, the 26th February instant, for the purpose of receiving a Statement of Accounts, and the Report of the Directors for the year ending 31st December, 1883.

The Transfer BOOKS of the Company will be CLOSED from the 13th to the 26th instant, both days inclusive.

By Order JAS. B. COUGHTRE, Secretary.

Hongkong, February 4, 1884. 219

NOTICE TO SHAREHOLDERS.

THE Ordinary Yearly MEETING of SHAREHOLDERS will be held in the OFFICES of the Company, No. 14, Praya Central, on TUESDAY, the 26th instant, at 3:30 p.m., for the purpose of receiving the Report of the Directors, and a Statement of Accounts to 31st December, 1883.

The Transfer BOOKS of the Company will be CLOSED from TUESDAY, the 12th, to TUESDAY, the 26th instant, both days inclusive.

By Order of the Board of Directors, D. GILLIES, Secretary.

Hongkong, February 4, 1884. 214

NOTICE TO SHAREHOLDERS.

THE Fifteenth Ordinary Annual MEETING of SHAREHOLDERS in the above Company will be held at the OFFICES of the Company, No. 7, Queen's Road, at 12 o'clock, Noon, on THURSDAY, the 28th February instant, to receive a Statement of Accounts to the 31st December, 1883, the Report of the General Managers, and to elect a Consulting Committee and Auditors.

JARDINE, MATHESON & Co., General Managers, Hongkong Fire Insurance Co., Ltd. Hongkong, February 4, 1884. 220

NOTICE TO SHAREHOLDERS.

THE Transfer BOOKS of the Company will be CLOSED from the 15th to the 28th day of February instant, both days inclusive.

JARDINE, MATHESON & Co., General Managers, Hongkong Fire Insurance Co., Ltd. Hongkong, February 4, 1884. 221

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JARDINE, MATHESON & Co., General Managers, Hongkong Fire Insurance Co., Ltd. Hongkong, February 4, 1884. 240

NOTICE TO SHAREHOLDERS.

For Sale.

MacEWEN, FRICKEL & CO.
No. 53, Queen's Road East,
OPPOSITE THE COMMISSIONERS,
ARE NOW LANDING
FROM AMERICA.

ALASKA
C RACKER
COMPANY'S BISCUITS IN 5 lb
tins, and loose.
Soda BISCUITS.
Assorted BISCUITS.

Small HOMINY.
Cracked WHEAT.
OATMEAL
CORNMEAL

TOPCAN BUTTER.
Apple BUTTER.
Eastern and California CHEESE.
CODEFISH, Boned.
Prime HAMS and BACON.
English Brand Condensed MILK.
Family BEEF 25 lb. bags.
Beau Ideal SALMON in 5 lb. cans.
Cutting's Daintier PRUNES in 2½ lb. cans.
Assorted Canned VEGETABLES.
Potted SAUSAGE and Sausage
MEAT.
Stuffed PEPPERS.
Assorted SOUPS.
Richardson & Ruthin's Celebrated Potted
MEATS.

Lunch HAM.
Lunch TONGUES.
Clam CHOWDER.
Fresh OREGON SALMON.
Dried APPLES.
TOMATOES.
SUCOTASH.
Maple SYRUP.
Golden SYRUP.
LOBSTERS.
OYSTERS.
HONEY.
Assorted JELLIES.
Groat CORN.

FAIRBANKS' SCALES.
400 lb. Capacity.
600 lb. "
900 lb. "
1,200 lb. "

CORN BROOMS.
OFFICE HIGH CHAIRS.
AXES and HATCHETS.
AGATE IRON WARE.
WAFFLE IRONS.
SMOOTHING IRONS.
PAINTS and OILS.
TALLOW and TAR.
VARNISHES.

DEVOE'S NONPARIEL
BRILLIANT
KEROSINE OIL,
150° test.

Ex late Arrivals from
ENGLAND.
A LARGE ASSORTMENT OF
S T O R E S,
including:
CHRISTMAS CAKES.
PLUM PUDDINGS.
MINCEMEAT.
ALMONDS and RAISINS.

Crystallized FRUITS.
TYSONEAU'S DESSERT FRUITS.
Pudding RAISINS.
Lance CURRANTS.

Fine YORK HAMS.
PICNIC TONGUES.
PATE DE FOIE GRAS.
SAVORY PATES, &c.
FRENCH PLUMES.
BRAUW.
INFANTS' FOOD.
CORN FLOUR.

S P A R T A N
COOKING STOVES.

TOCHCOCK HOUSE LAMP.
PERFECTION STUDENT LAMP.

CLARETS—
CHATEAU MARCAUX.
CHATEAU LA TOUR, pints & quarts.

1865. GRAVES, "
BREAKFAST CLARET, "

SHERRIES & PORT—
SAINTON'S MANZANILLA & AMON-
TILLADO.

SACONT'S OLD INVALID PORT
(1848).

HUNT'S PORT.

BRANDY, WHISKY, LIQUEURS, &c.—
1 and 3-star HENNESSY'S BRANDY.

BIQUIT DUBUCHE & CO'S BRANDY.
FINEST OLD BOURBON WHISKY.

KINAHAN'S LL WHISKY.

ROYAL GLENDEFORD WHISKY.

BOURD'S OLD TONIC.

E. & J. BURKE'S IRISH WHISKY.

ROSE & LEE'S MEDICINE CORDIAL.

ROSE & CO'S VERMOUTH.

CHAMBER'S GINGER BRANDY.

CHARTREUSE.

MARASCHINO.

CURACAO.

ANGOSTURA, BOSTON'S and ORANGE
BITTERS.

&c., &c., &c.

BASS'S ALE, bottled by CAMERON and
SAUNDERS, pints and quarts.

GUINNESS'S STOUT, bottled by E. &
J. BURKE, pints and quarts.

DRAUGHT ALE and PORTER, by the
Gallon.

ALE and PORTER, in hogheads.

SPECIALLY SELECTED

C I G. A R. S.

Fine New Season's CUMSHAW TEA, in
catty Boxes.

BREAKFAST CONGOU @ 25 cents p. lb.

MILNER'S PATENT FIRE-PROOF
SAFES, CASH and PAPER
BOXES, at Manufacturer's Prices.

Hongkong, December 1, 1883. 1048

Mails.



STEAM FOR
SINGAPORE, PENANG, COLOMBO,
ADEN, SUEZ, PORT SAID,
MARSEILLES, MALTA, GIBRALTAR,
BRINDISI, TRIESTE, VENICE,
PLYMOUTH AND LONDON;
ALSO,

BOMBAY, MADRAS, CALCUTTA, AND
AUSTRALIA.

N.B.—Cargo can be taken on through Bills
of Lading for BATAVIA, PEKING, CHINA,
GULF PORTS, MARSEILLES,
TRIESTE, HAMBURG, NEW YORK
and BOSTON.

Also, BOMBAY, MADRAS, CALCUTTA, AND
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N.B.—Cargo can be

out to be a couple of European electricians who have been engaged in erecting the telegraph line, and had gathered together their employers for the simple object of having their photographs taken. As regards the group, which was composed of some sixty Chinese, we hope that the cameras failed to produce a faithful portrait, as a mass of men hideous countenances we have never witnessed, and the Foochow natives, who had out of curiosity assembled, were handsome in comparison, and although raimus uniform, presented a far more cleanly appearance. The two Swedish gentlemen appeared, however, to be rather proud of their staff than otherwise, and we must certainly admit that they have not lost their reputation of being steady, intelligent, and good workmen during their temporary residence in Foochow.

FEARFUL EXPLOSION ON BOARD A RIVER STEAMER.

The following was issued as an "Extra" today:—

News of a most disastrous and fearful explosion on board the Canton and Macao Steamboat Co.'s steamer *Yotsai*, reached the Colony late yesterday evening, on the arrival here of those of the crew and passengers who had survived. As most of our readers are aware, the *Yotsai* was taken off the Canton and Macao line, on which she had been running, a few months ago, to have new boilers put in, and to undergo a thorough overhaul at the Kowloon Docks. The work on the steamer was completed last week, and yesterday afternoon she started on a trial trip to Macao, having on board a number of Europeans as passengers. The steamer was under the command of Captain Hayland, with Mr Woods as chief engineer, and the names of the passengers were as follows:—Mr D. E. Caldwell, (solicitor); Mr. and Mrs. R. Fraser-Smith; Mr and Mrs. Stuart Fraser-Smith; Mr G. Frizell, Draughtsman, Hongkong & Whampoa Dock Co.; Mr. J. S. Brewer, Government Surveyor of Ships; Mr. W. L. Scott, Superintendent of Kowloon Docks; Mr. S. F. Pinker, Foreman Engineer, Kowloon Docks; and Mr. P. A. da Costa, Secretary of the Hongkong, Canton and Macao Steamboat Company. The steamer left Kowloon Docks, by appointment, at a quarter to one o'clock, and, on her way through the harbour, stopped to pick up the passengers, who went off to her in a launch from Puddar's Wharf. There was then only 12 lbs. of steam in the boilers, though the working valves were fixed at 25 lbs.; the Government valves were to be adjusted by Mr. Brewer on the way to Macao to stand 25 lbs. pressure. After picking up the passengers, the *Yotsai* proceeded on her journey, slowly, owing to the adverse tide and the small quantity of steam in the boilers. On this account Mr. da Costa asked Captain Hayland to take the inner channel, where there would be smoother water. This was done, and after the steamer had passed through the Cap Sui Mun Pass, it was arranged that the company should sit down toiffin. Previous to this, it was remarked by the passengers, who were on the fore part of the ship, that there was a good deal of vapour coming out of the waste steam pipe, and Mr. Brewer went to enquire into the cause. Mr. Brewer met Mr. Scott, who, on being asked what was wrong, said the safety valves were leaking and the boilers priming. Mr. Brewer suggested that the engines should be slowed down, but Mr. Scott said they were going very slow and also that there was only 12 lbs. of steam in the boilers. It was then arranged that Mr. Brewer should not visit the engine room at all until after tiffin, by which time there would be enough steam in the boilers to allow him to adjust the safety valves. Shortly after this, the steam ceased to come out of the waste steam pipe, and the whole of the Europeans on board, with the exception of Mr. Woods, the chief engineer, who remained below, went into tiffin in the Chinese cabin stb, which had been fitted up for the occasion. This was about a quarter past two o'clock. Three quarters of an hour afterwards, the steam was again heard roaring through the waste steam pipe, and Mr. Pinker left the table to see what was the matter. Mr. Brewer followed and went onto the upper deck and looked down through the skylight into the engine room, and saw that the pressure gauge showed between eleven and twelve pounds of steam. Shortly afterwards the noise of the steam escaping ceased and Mr. Brewer returned to the cabin and again sat down at the table. He had not been seated more than a few minutes when he and the others felt themselves suddenly hurled into the air. None of those whom we have interviewed remember anything more, until they found themselves struggling in the water, when the fore part of the steamer some four or five hundred yards off. Mr. Brewer says he did not even hear the sound of the explosion, and Capt. Hayland says all he remembers is his head striking the water, and one of his legs coming in contact with a piece of wood. Captain Hayland and Mr. Brewer swam towards the after deck-house roof, which, strung to say, was completely intact and were assisted out of the water by Messrs. Caldwell and Fraser-Smith, who had already succeeded in scrambling out of the water on to it. Mr. da Costa had also been pulled out of the water in an unconscious state. He was afterwards raised off the deck, on which he was lying with the water washing over him, and placed in a cane chair, which was hauled on to the roof of the house by one of the other survivors. Those on the raft saw Mrs. Robert Fraser-Smith floating away on a piece of the wreckage, but they were unable to render any assistance. They also saw a couple of bodies of Europeans floating about, apparently dead, one of them having on a brown coat. It was also observed that there

were a number of persons on the fore part, enlightened and prominent members. Mr. of the steamer, that part being almost uninjured, engaged lowering a boat; and in a short time this boat, with the Portuguese boatswain and a Chinaman on board, came to the deck-house roof and took on board all those who were on it. Mr. da Costa was first lifted on board, and then the others got into the boat. About an hour afterwards a junk bore down and took them all on board and also sent sampans to the steamer and brought off all those that were on the wreck. A little later on another junk bore down, and reported that they had picked up Mrs. Fraser-Smith, and a Portuguese seaman who had got adrift in one of the boats. Mr. da Costa was placed in the cabin of the junk and every attention was paid to him, and Mr. Brewer and the Portuguese boatswain transferred themselves to the other junk to look after the comfort of Mrs. Smith, who was also placed in the cabin, and rendered as much attention to her as was possible under the circumstances. The junk people were very kind and considerate, and did everything in their power to alleviate the misery of the survivors' position. It must have been about 3.20 p.m. when the explosion occurred, because Captain Hayland found that his watch had stopped at 3.25, and Mr. Brewer, when he got out of the water, looked at his watch and saw it was just about 20 mins. past 3. Before the junks left the wreck, an endeavour was made to get some things of the ship, but the only articles saved were a number of law papers belonging to Mr. Caldwell, a small bag belonging to Mr. Fraser-Smith, and some other trifling articles. Mr. da Costa never recovered consciousness, despite the efforts made to restore him, and he died on board the junk about seven o'clock. His death seems to have been caused by concussion of the brain or spinal cord. The profit shown upon the working of the business during the last six months of 1883 is less than that obtained during the previous half-year, owing to the great reduction in the number of vessels engaged on the coast, which has been caused by the general slackness of trade. Since the commencement of the present year there has been a marked improvement in the number of vessels which have been fully employed, and some favourable contracts for the construction of vessels have been undertaken. The directors are satisfied that in the work of construction there is a profitable field open for an extension of the company's operations, and every effort is being made by the Secretary to cheapen the cost of production by centralizing the plant and introducing labour saving machinery.

Directors.—In accordance with clause 60 of the articles of association, Messrs C. D. Bottrill and F. E. Foster retire by rotation, but offer themselves for re-election. Mr. Reimers, having left Hongkong, the directors have invited Mr. Max. Grote to fill the vacant seat on the Board; which appointment requires confirmation by the shareholders at this meeting.

Advertisers.—The accounts have been audited by Messrs. Thos. Arnold and F. T. Pennington, the latter acting for Mr. H. E. dehouse, who was temporarily absent from the colony. The Board recommend Messrs. Arnold and Davis for re-election.

F. B. JOHNSON,
Chairman.

Police Intelligence.
(Before A. G. Wies, Esq.)
Monday, Feb. 25.

THE HONGKONG OBSERVATORY.
Doeveral, the Government Astronomer published in the *Government Gazette* of Saturday a report on the weather during January, and adds the following remarks:—

The building of the Observatory was begun by the 1st of January, that is to say, it was found possible to fix the Standard Barometer in the Instrument Room and to put up a Stephenson Screen, as well as stands for Radiation Thermometers, at a distance of about 75 feet SW. of the main building, but the Thermometers are placed over dry earth, as the levelled ground round the Observatory has not yet been prepared. The Barometer is placed 110 feet above Mean Sea Level, as determined by the Office of the Surveyor General's Department. The bars of the Thermometers are at 100 feet above Mean Sea Level and 10 feet above the ground, except the Marine Thermometer, which is a few inches higher, and the Terrestrial Radiation Thermometer, which is about one inch above the ground.

The cause of the explosion is not definitely known; but as the writer will likely be made the subject of an official enquiry, we refrain from saying anything about it.

This forenoon divers and diving apparatus were despatched from Kowloon Docks to the scene of the disaster to search for the missing bodies.

Since writing the above, we learn that Mr. Robert Fraser-Smith was the first person to reach the deck-house roof, on which there was then lying the dead body of a Chinese. This gentleman's injuries are more serious than those sustained by any of the other survivors, but they are not so serious as to lead to apprehension. He has sustained a severe cut on the head, and his legs have been seriously damaged. We also learn that Mr. Frizell's dead body was seen to come to the surface, and then disappear, a fact which dispels all doubts as to this gentleman's fate.

Mr. Caldwell was fortunate enough to escape with one or two slight bruises, and Mrs. Robert Fraser-Smith, though seriously shaken, has not received any injury which is at all likely to prove fatal.

A Chinese boy who has been saved is now in Hospital suffering from a broken leg and other injuries.

When our reporter called on Captain Hayland and Mr. Brewer, both gentlemen were able to converse with him freely.

The following shows how the passengers were seated at table when the explosion occurred, and those marked with an asterisk represent those who have been killed:—

Captain Hayland. Mr. D. E. Caldwell. Mr. G. Frizell. Mr. S. Fraser-Smith. Mr. P. A. da Costa.

Nothing was known of the accident by those on board the *White Cloud*, which arrived from Macao this forenoon, until her arrival here, Captain Bonning having taken the outside passage. Those on board the *Sing Moon Pass* on her way down from Canton this afternoon were equally ignorant, and saw no trace of the *Yotsai*, which leads to the belief that she is entirely submerged.

In the death of Mr. da Costa, the Portuguese community have lost one of their most

HONGKONG AND WHAMPOA DOCK COMPANY, LIMITED.

The following is the report of the directors to be presented at the ordinary yearly meeting of shareholders, to be held at the offices of the company, No. 14, Prayn, to-morrow, at 3.30 p.m.

To the shareholders of the Hongkong and Whampoa Dock Company, Limited.

GENTLEMEN.—The directors have now to submit to you their report with a statement of accounts for the half-year ending 31st December last.

The total receipts for the six months are \$619,431.26, and the net profit, after paying interest due and all charges, amount to \$60,018.54

to which has to be added to balance brought forward from last account. 2,083.4

\$88,101.68

from which has to be deducted—

Dir. chrd. fees.....\$3,500.00

Auditors' fees.....250.00

8,750.00

making available for appropriation.....\$64,351.58

The directors recommend that a dividend of 4 per cent. or \$50,000.00 be paid to the shareholders, and a bonus of \$10,000.00 to contributing shareholders, that \$15,000.00 be written off the cost of engineering plant at Kowloon and Whampoa Docks, and \$15,000.00 from the value of Aberdeen Docks, leaving a balance of \$4,361.58 to be carried to next account.

The amount expended upon the new dock down to the 31st of December last was \$93,428.20, and the agreement with the British Admiralty has been signed.

The profit shown upon the working of the business during the last six months of 1883 is less than that obtained during the previous half-year, owing to the great reduction in the number of vessels engaged on the coast, which has been caused by the general slackness of trade. Since the commencement of the present year there has been a marked improvement in the number of vessels which have been fully employed, and some favourable contracts for the construction of vessels have been undertaken.

The directors are satisfied that in the work of construction there is a profitable field open for an extension of the company's operations, and every effort is being made by the Secretary to cheapen the cost of production by centralizing the plant and introducing labour saving machinery.

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F. B. JOHNSON,
Chairman.

Police Intelligence.

(Before A. G. Wies, Esq.)

Monday, Feb. 25.

CHUNG ASAN, AND CHUNG ALING, coolies, were charged with being in the unlawful possession of a watch on the 24th instant.

Chinese Constable 190 stated that in consequence of what he had heard he went to the first prison, and found both prisoners looking at the watch. The first prisoner said the watch belonged to a foreigner. He took them to the Police Station. The owner of the watch has not been found yet. The case was remanded to the 27th instant. Both prisoners have been previously convicted for larceny.

(Before H. E. Wodehouse, Esq.)

Wong Ahian, a coolie, was charged with breaking and entering the prosecutor's dwelling house, 124 Queen's Road, West, and stealing a box and clothing value about \$14 on the 24th instant. Defendant entered the house at about 2 a.m., and the house he made up as a den for himself and hawkers. Both places are very low, being many houses at Hongkong which have over pools of water which are not fit for use. The coolie was charged with breaking and entering the house, and in some of them are reared on night soil. Other ponds individually serve numerous ends. In them clothes are washed, nightsoil is scrubbed, and fish that look stale or shrivelled is thrown into the ponds of water which are not fit for use. The coolie was charged with breaking and entering the house, and in some of them are reared on night soil. Other ponds individually serve numerous ends. 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THE CHINA REVIEW.
PUBLISHED BI-MONTHLY,
EVENING YEAR.

THIS Review, which was intended to meet the wants of many students of Chinese caused by the discontinuance of "Notes and Queries on China and Japan," has reached its Twelfth Volume. The Review discusses these topics which are important in the minds of students of the "Far East," and about which every intelligent person connected with China or Japan is desirous of acquiring trustworthy information. It includes many interesting Notes and original Papers on the Arts, Sciences, Ethnology, Folklore, Geography, History, Literature, Mythology, Natural History, Antiquities, and Social Manners and Customs, etc., etc., of China, Japan, Mongolia, Tibet, and the Far East generally. Recently a new departure has been taken, and the Review now gives papers on Trade, Commerce, and Descriptive notes of Travel with valuable written material. It was thought that by extending the scope of the "Review" in this direction, the Magazine would be made more generally useful.

The Review departments require special attention, and endeavours are made to present a careful and concise record of Literature on China, etc., and to give critiques embodying sketches of the most recent works on such topics. Authors and Publishers are requested to forward works to "Editor, China Review," care of "China Mail Office."

The Notes and Queries are still continued and form an important means of obtaining and diffusing among students knowledge on obscure points.

The Correspondents' column also affords further and greater facilities for the interchange of views and discussion of various topics.

Original contributions in Chinese, Latin, or any of the Modern Languages are received. The papers contributed by the members of the Missionaries, the Imperial Guards, and Hongkong Services, and also by the Missionaries scholars amongst the high degree of Chinese scholars who are assiduously cultivated. Amongst the regular contributors are Drs. Chalmers, Eitel, Bratschneider, Hirth, and Hauer; Professor Eege, and Messrs. Balfour, Walters, Stent, Phillips, MacIntyre, Great, Jamieson, Faber, Kopsch, Parker, Playfair, Giles, and Piton—all well-known names, indicative of sound scholarship and thorough mastery of their subject.

The Subscription is fixed at \$6.50 per annum, postage included—payable in advance.

Orders for binding volumes will be promptly attended to; Address, "Manager, China Mail Office."

OPINION OF THE PRESS.

"All our learned societies should subscribe to this scholarly and enterprising Review."—*Northern Christian Advocate* (U.S.).

"The China Review" is "an excellent table of contents."—*Editor of the People*.

"The publication always contains articles of interest to seafarers on the Far Eastern seas, and will be found valuable if not advantageous to all in connection with preceding numbers."—*Editorial Review*.

"This number contains several articles of interest and value."—*North-China Herald*.

"The China Review" (September-October) fully maintains the high standard of excellence which characterizes that publication, and altogether forms a very interesting and readable number. Meteorologists will find an interesting and valuable contribution by Dr. Prinsen, on "the Amount of Precipitation (Rain and Snow) of Peking," showing the results of observations made at the Imperial Russian Observatory at Peking, from 1841 to 1880. "Notes on the Dutch Occupation of Formosa," by Mr. Geo. Phillips, contains some interesting information, although much of it is second-hand. The Notices of New Books include a most judicious and appreciative review of "The Divine Classic of Nan-Hua," and the Notes and Queries are as usual very interesting."—*North-China Daily News*.

"A substantial and reliable Review which all students of China and the Chinese world do well to consult."—*Chrysanthemum*.

"The November-December number of the China Review contains less variety than usual, but the few articles are very interesting. The opening paper by Mr. Herbert A. Giles on "The New Testament in Chinese" treats of a question that must necessarily be of great importance in the eyes of all missionaries. Mr. E. H. Parker's "Short Journeys in Szechuan" are continued, and a goodly instalment of these travels in the interior of China is given. Mr. R. H. Balfour contributes a paper of some length entitled "The Emperor Cheng, founder of the Chinese Empire," which will be read with genuine interest by students of Chinese history. A few short notices of New Books and a number of Notes and Queries, one of which "On Chinese Oaths in Western Burma and Java" might appropriately have been placed under a separate heading, complete the number."—*H. K. Daily Press*.

Truman's Oracle (Reviewing the following notes of the China Review)—The present publication, judging by the number now before us, is intended to occupy a position, as regards China and the neighbouring countries, some what similar to that which has been filled in India by the *Calcutta Review*. The great degree of attention that has been bestowed of late years upon the investigation of Chinese literature, antiquities, and social developments, to say nothing of linguistic studies, has led to the accumulation of important stores of information, rendering some such channel of publicity as is now provided extremely desirable; and contributions of much interest may fairly be looked for or from the members of the foreign consular services, the Chinese Customs' corps, and the missionary body, among whom a high degree of Chinese scholarship is now assiduously cultivated, and who are severally represented in the first number of the Review by papers highly creditable to their respective and individual merits.

Some translations from Chinese novels and plays are marked with both names and fresh names of style; and an account of the career of that Chinese poet-scholar of the eleventh century, Su Tung-po, by Mr. E. G. Bowra, is not only historically valuable, but is also distinguished by its literary grace. Brief notices of new books relating to China and the East, which will be a useful feature of the Review, if carried out with punctuality and detail, we are glad to notice that "Notes" and "Queries" are destined to find a place in its pages also. It is to be hoped that this opening for contributions on Chinese subjects may evoke a similar degree of literary zeal to that which was displayed during the lifetime of its predecessor in the field, and that the *China Review* may receive the support necessary to insure its continuance.

NOW READY.

THE COMMERCIAL LAW AFFECTING CHINESE; with special reference to PARTNERSHIP REGISTRATION and BANKRUPTCY LAWS IN HONGKONG.

Copies may be had at the *China Mail* Office, and at Messrs. LANE, CRAWFORD & CO., Price, 75 cents.

Hongkong Rates of Postage.

In the following Statements and Tables the Rates are given in cents, and are, for Letters per half ounce, for Books and Patterns, per two ounces.

Newspapers over four ounces in weight are charged as double, triple, etc., as the case may be; such papers or packets of papers may be sent at Book Rate. Two Newspapers must not be folded together as one, nor must anything whatever be inserted except book-like Supplements. Printed matter may, however, be enclosed, if the whole be paid at Book Rate. Printed Current may be paid either as Newspapers or Books.

Commercial Papers signify such papers as, though written by hand, do not bear the character of an act or personal correspondence, such as invoices, desols, copied music, &c. The charge on them is the same as for books, but, whatever the weight of a packet containing any partially written paper, it will not be charged less than 5 cents.

4. The public are cautioned not to confound these facilities with a *Parcel Post* to Europe, &c., which does not exist.

It is necessary that the following rules be strictly observed.

1. No Letters or Packets, whether to be registered or unregistered, can be received by Postage if it contains gold or silver, money, jewels, precious articles, or anything that, as a general rule, is liable to Customs duties.

2. This Regulation prohibits the sending of Patterns of cuttable articles, unless the quantity sent be so small as to make the sample of no value.

3. The limits of weight allowed are as follows:—

Books and Papers—to British Offices,

5 lbs.; to the Continent, &c., 4 lbs.

Patterns—to British Offices, 5 lbs. if with out intrinsic value; to the Continent, &c., 8 oz.

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